MSON-James Thomson, aged sixty-e years, at his residence, No. 590 Collater. Interment at Cinemnati. THOMSON-James Thomson, aged sixty-nine years, at his residence, No. 596 Col-lege avenue, Sunday evening. Funeral private at 7:30 p. m. Tuesday. Interment at Cincinnati.

FUNERAL NOTICES. PHOMSON-U. V. L. All members of Emested to attend the funeral of our James Thomson, at 7:30 p. m., March 24, at the family resi-College avenue. Ritualistic serve. B. D. MINOR, Colonel. VM. B. DOWNEY, Adjutant.

IN MEMORIAM

from time to eternity. Comrade James Thomson is dead; we have said good-bye to him for the last time. The world to him is shut out. He has fought his last battle. "Taps" and "Lights out" have been sounded for the last time. Those who knew him will say that he was a brave soldier, a patriotic citizen and a true comrade, with a firmness of character and pronounced enthusiasm in his riews. He was born in the city of Baltimore, Sept. 13, 1826, and educated in Glasgow and Edinburgh, Seotland. Returning to this country at an early age, he took up his residence in the State of Ohio. At the breaking out of the rebellion Comthe breaking out of the rebellion Com-rade Thomson was living in the little town of Morrow, Warren county, Ohio, with his wife and four children. He was one of the first to respond to the call of the President for volunteer infantry for three months and was mustered out Aug. 18, 1861. On July 18, 1862, Comrade Thomon entered the service as captain of pany E, Seventy-ninth Ohlo Volunraid to the siege of Atlanta. He was at one time inspector-general on the staff of Gen. Benjamin Harrison, of the Third Division of the Twentieth Army Corps. On account of ill health he was returning home broken in health d constitution from which he never reand constitution from which he never recovered. During the year 1885, unaided he
personally raised sufficient funds to purchase for the Indianapolis Light Infantry
a stand of fifty arms and accountrements
and presented them to the company soon
after their return from Philadelphia encampment. He was a member of the
Board of Trade, George H. Thomas Post,
No. 17, G. A. R., Union Veteran Legion.
He leaves a widow, two daughters and
two sons to mourn his loss. As we symtwo sons to mourn his loss. As we sympathize with them and as our tears mingle with those of the sorrowing ones let us commend them unto Him who has said: "I will be a husband to the widow, I will bind up the broken hearted," ever remembering that earth has no sorrow that heaven cannot heal. Services will be held by the Union Veteran Legion, No. 80, at the residence, 590 College avenue, at 7:10 this evening. The remains will be taken to Cipcinnati on Wednesday morn-

WANTED-MALE HELP. WANTED-Young man who is a competent stenographer and typewriter and who is accurate at figures. Good references neces-sary. Apply by letter only, stating full particulars to STANDARD, Journal Office. WANTED—An intelligent gentleman as salesman for a Chicago house; must not be afraid of hard work. Previous experi-ence not essential. Reference. Apply in person, H. C. LOGAN, Room 337 Lemcke

WANTED-The Building and Loan Associa-tion of Tipton, Ia., wants five good men of experience to sell stock in Iowa. The right kind of men can get a valuable beral. Write at once.

WANTED-First-class wheel truers, assemblers, repair men, frame filers, frame builders, for bicycle work. First-class wages to first-class men. Address PLY-MOUTH CYCLE MANUFACTURING COMPANY, Plymouth, Ind.

WANTED-An idea. Who can think of some simple thing to patent? Protect your ideas; they may bring you wealth. Write JOHN WEDDERBURN & CO., patent attorneys, Washington, D. C., for their \$1,800 prize offer and list of inventions wanted.

WANTED-AGENTS. WANTED-Agents for the new book "Pearl Bryan," or the Fort Thomas Tragedy. Great seller. Sample copy and terms 25 cents. BARCLAY & CO., 210 East Fourth street, Cincinnati, O.

WANTED-MISCELLANEOUS. WANTED-Pigeons wanted. One thousand

common pigeons. Will pay \$1.20 per doz. AL SMITH, 255 South Illinois. WANTED-Real Estate-Sealed proposals will be seceived at the office of the public schools, in the Library building, until 12 o'clock noon on Wednesday, April, 1, 1896, for the sale to the Board of School Commissioners of property for school purposes.
Must be within the following boundaries:
Seventeenth street on the north, Seventh
street on the south, Meridian street on the west, and Park avenue on the east. Also for property for school purposes within the following boundaries: Belt railroad and corporation line, East street and Brown avenue. Envelopes must be marked "Proposals for Real Estate," and addressed to the Committee on Puildings and to the Committee on Buildings and Grounds. The right is reserved to reject any or all bills.

FINANCIAL LOANS-Money on mortgages. SAYLES, 75 East Market street. LOANS-Sums of \$500 and over.

C. E. COFFIN & CO., 90 East Market MONEY-To loan on Indiana farms. Low-est rates, with partial payments. Address C. N. WILLIAMS & CO., Crawfordsville,

MONEY TO LOAN-On farms at the lowest market rate; privileges for payment before due. We also buy municipal bonds. THOS. C. DAY & CO., 72 East Market street, In-

ANNOUNCEMENTS. FOR SALE-Line of 1896 style vehicles now stock. STURTEVANT'S, 68 South ANNOUNCEMENT-How to become lawful physicians. Course by mail. ILL HEALTH UNIVERSITY, Chicago.

ANNOUNCEMENT—Wall papers—I can supply you with any grade and newest designs in wall decorations and also best of workmen at lowest prices. H. C. STEVENS, 496 North Senate avenue.

FOR RENT—The new six-story and basement iron, stone and plate glass, swell front building, handsomest, best lighted and located in the State—30x196 feet. Seven floors. Two electric elevators, 7 and 9 East Washington street. C. F. SAYLES.

MISCELLANEOUS FOR SALE-Car-load open and covered delivery wagons just received. Prices and terms to suit. STURTEVANT'S, 68 South

FOR SALE-Two sample bicycles; low fig-ure, as will not handle in future. STUR-TEVANT'S, 68 South Pennsylvania.

MUSICAL. MUSICAL-Italian method of singing; voices tested free. MISS SHEDD, When block.

FOR SALE.

FOR SALE-Harness and whips. STURTE-VANT'S, 68 South Pennsylvania. Pittsburg, Cincinnati, Chicago & St

Louis Railway Company. PITTSBURG, Pa., March 12, 1896 annual meeting of the stockholders Pittsburg, Cincinnati, Chicago & St. Railway Company will be held at rincipal office of said company, Penn and Tenth street, Pittsburg, Pa., on TUESDAY, APRIL 14, 1896, o'clock a. m., for the purpose of reg the annual report for 1895, the elections to succeed a like num-

selving the annual report for 1830, the elec-tion of three directors to succeed a like numer, whose term of service expires on that the, and the transaction of such other usiness as may properly come before the The transfer books will be closed on Tuesay, March 31, and reopened on Wednesday, pril 15, 1896.

S. B. LIGGETT,

NOTICE.

The board of control of the Central In-Hospital for the Insane will receive proposals up to Friday, March 27, at 10 a. m., for furnishing a full line of sup-plies for the month of April. Requisition book will be on file at Room 45 Statenouse from and after Monday, March 23,1896. By order of Board of Control.

FOR SALE-Few 1895 sample surreys, buggles and phaetons. Great reduction in price. Must have room. STURTEVANT'S, 68 South Pennsylvania.

WAR ON THE SCALPERS

THE MOVEMENT AGAINST THE FRA-TERNITY BECOMING GENERAL.

Favorable Exhibits of Indianapolis Lines-Important Rulings by Joint Traffic Association.

ticket scalpers, such inroads have they made on the business of the railways and to such an extent have they abused the mileage book. The interchangeable mileage tion than any other privilege the railways ever granted. Since they came into use scalping offices have sprung up in Lafayette, Columbus, Muncie, Richmond, New Castle, Anderson, Elwood, Marion, Kokomo. Logansport and numerous other towns in this State, in Ohio and Illinois, and these scalpers have thrived only through the use of the interchangeable mileage. If any person wished to go from one town to another he could step into some scalping office, often a cigar store, and purchase the book, using the mileage he needed and return it, and on all this local business the roads moralization of rates he thought the roads would enforce the laws regarding scalping— Indiana, Ohio and Illinois all having laws which would shut up every scalping office, he said, if enforced. The fact that in this movement the general passenger agents are carrying out the instructions of the Joint Traffic Association has a very significant

Object of the Traffic Association. Southern Railway Company in the suit Joint Traffic Association have been filed to-day by the Pittsburg & Lake Erie Railroad Company, the Pennsylvania Railroad Company, the Allegheny Valley Railroad Company, the Philadelphia, Wilmington & Baltimore Railroad Company, the Terre Haute & Indianapolis Railroad Company, the Northern Central Railway Company, the Grand Rapids & Indiana Railroad Company, the Pittsburg Cincianal Chi-Company; the Pittsburg, Cincinnati, Chicago & St. L. Railway Company and the Toledo, Peoria, Indiana & Western Railroad Company. The object of the traffic association, among other things, the answer asserts, was to bring about a corporation which would lead to the maintenance of reasonable and just fares, rates, rules and regulations of interstate traffic, prevent upout discrimination, secure the reduction unjust discrimination, secure the reduction and concentration of agencies and the in-troduction of economies in the conduct of

Yesterday afternoon additional answers, the same in substance and hearly so in text, were filed by the following companies: The Delaware, Lackawanna & Western Railroad Company, the New York, Chicago & St. Louis Railroad Company, the Michigan Central Railroad Company, the Wabash Railroad Company, the New York, Ontario & Western Railroad Company, and the Lake Shore Railroad Company.

Protest Against Mileage Rates. The Canadian Pacific and the Soo line have made a request of Chairman Caldwell that he cause the Great Northern and the agreement. Chairman Caldwell has asked for arguments on both sides and will render which the Canadian Pacific and the Soo object are the inleage rates from Minneapolis to Pacific coast points. The Great Northern and Northern Pacific say they cannot take out the rates so long as the Southern Pa-cific and the Oregon Short-line keep them in effect. The mileage rates at 21/2c per mile are a decided reduction from the regular apolis to Seattle is \$60 and the mileage is 145.43. The Canadian Pacific and the Soo have asked the chairman that while these mileage rates are kept in effect the regular rate be made \$44.40 to all North Pacific coast points, taking the regular tariff rate of \$60. This is the first time any road has contended that rates in effect when the transcontinental agreement was formed should be taken out on the subsequent ob-jections of any line. The chairman has asked that all arguments be in his hands

by April 1. Actual Earnings.

Samuel Thomas, president of the Louisville, New Albany & Chicago, has given out the actual earnings of the lines for January, 1896, in comparison with the corresponding months of 1894 and 1895, as fol-

Gross Op. exp		\$216,499 185,405	1894. \$174,976 160,668
Net 7 months	. 701,598	\$31,094 580,678	\$14,308 605,878
M. E. Ingalls, the actual earning the C., C., C. & lows:	ngs for th	ne same p	eriod of

Gross earnings.... \$1,102,260 Net 242,105 Surplus \$9,724 Seven months. Gross earnings ... \$8,484,755 Net 2,199,416

Surplus \$542,886 Receiver for the Central Vermont. The suit in equity brought by the Grand Trunk railroad against the Central Vermont railroad for \$615,712, for traffic balances which have accrued in the past four

months, has resulted in the appointment of two receivers for the Central Vermont. The application was made to Judge Wheeler, of the Vermont district of the United States Court, last Friday, and the court named Charles M. Hays, general manager of the Grand Trunk railroad, and E. C. Smith, president of the Central Vermont, receivers for the Vermont district. On Saturday anproceedings were commenced in the States Circuit Court, of Boston, before Judge Nelson, who appointed the same receivers for the Massachusetts district, with bonds at \$50,000. The same action was taken by Judge Lacombe, at New York, Virtual Cut in Rates. The Chicago Great Western has given no-

tice that at the expiration of ten days

it will make second-class tickets good in first-class cars between Minneapolis and Kansas City. The chairman has declined to accept the notice. He has pointed out that a road is privileged to take independent action only when it has appealed from a ruling and when the association has declined to sustain the appeal. This proced-ure, he claims, has not been followed out in this instance. The Great Western has also asked for permission to make tourist car tickets good in first-class sleepers between Chicago and Kansas City. This request has been refused by the chairman.

East-Bound Shipments. East-bound shipments from Chicago last

week were 81,827 tons, against 90,757 for the week before and 57,123 for the same weel last year. The roads carried tonnage as follows: Michigan Central, 7,256; Wabash 4.992; Lake Shore, 11,550; Fort Wayne, 7,989; Panhandle, 7,993; Baltimore & Ohio, 6,221; Grand Trunk, 11,384; Nickel-plate, 7,422;
Erie, 13,677; Big Four, 3,343. The tonnage
was made up of the following articles:
Flour, 2,057; grain and millstuffs, 57,632; provisions, lard, etc., 7,164; dressed beef, 6,574;
flaxseed, 1,506; butter, 1,149; hides, 1,612;
lumber, 3,109; miscellaneous, 1,104.

Want New Panhandle Shops. A dispatch last night from Logarsport says: "Vice President Miller and General

city looking to a large extension of the company's shops at this point. The city proposes to give a large tract of land to this company on condition that all the departments of the shops be increased to meet the modern demands; also, that a new shop be erected for the manufacture of cars and car extensions to some one of its shop points, but has not recently felt very friendly disposed toward this location on account of some decidedly unfair judgments which have been rendered against it in the local courts. The city's proposition will be taken under advisement."

Personal, Local and General Notes. The annual meeting of the P., C., C. & St . will occur April 14, at Pittsburg. M. E. Ingalls, president of the Big Four, is expected home from New York to-morrow. General Manager Ramsey, of the Wabash lines, is negotiating with the government for running a six-hour mail train between St. Louis and Kansas City.

Ex-Traffic Manager Hanley, of the Santa Fe, is mentioned as the man who will get the position of commissioner of the Transinental Line Association. Samuel Dickson, Atchison's oldest settler and one of the first directors of the Atchi-

son, Kan., aged eighty-two years.

Topeka & Santa Fe, is dead at Atchi-

The new two-million-dollar Union Station o be erected at Boston will cover an area of 1,021,313 square feet, and the present gro value of the ground required is \$2,705,700. John C. Winder, for many years vice president and general manager of the Seaboard Air-line, was last week stricken with andling freight between St. Louis, Peoria Pekin, Kansas City, St. Joseph, Atchison, Leavenworth and other points South and

The Edgar Thompson steel works last week received an order from the Japanese government direct for 10,000 tons of steel rails. This is the first order placed in Amer-R. F. Marshall, formerly with the Big four at Cincinnati, now with the Chicago Rock Island at Kansas City, is in the ity, the guest of J. Q. Hicks, superintendent

Big Four yards J. A. Werne has been appointed contract-ing freight agent of the Kanawha Dispatch operating over the Chesapeake & Ohio road He takes the place of Capt. J. W. Wheeler E. F. Cost, general freight agent of the Big Four, who spent Sunday in the city, left yesterday for New York. While here Assistant General Freight Agent Tillinghast, of Chicago, came down for a conference

The new train which the Wabash put on Sunday makes the run from Kansas City to New York in forty hours and fifteen minutes, which is three hours quicker than any other train. At Toledo it connects with the New York limited.

very fast. It is expected that it will haul the fast express over the Susquehanna di-

General Passenger Agent Chesborough, of the Baltimore & Ohio Southwestern, has issued a circular regarding mileage books similar to those of the other lines in this territory, ordering mileage not in the hands of bona fide purchasers taken up. Gen. George H. Nettleton, president of the Kansas City, Fort Scott & Memphis, is critically ill at his home in Kansas City, Mo., and it is not thought he can recover. A week ago General Nettleton suffered an

attack of vertigo and since then has been Thomas Noonan, general manager of the Central States Dispatch, and who is to be general manager of the Continental fast reight line after April 1, returned from the East on Sunday and reports that there is nothing further to say about the operation of the two lines after the fist of next month O. P. McCarty, general traveling passenger agent of the Southern Pacific, was in the ity yesterday. He states that the Sunset has this winter carried a much arger business than in any former season, and in all probability, as recently stated, the service will be increased next fall and winter by running more than two of these fast

mited trains each way weekly. L. R. Pomeroy, an expert of the Cambria iron works, was in the city yesterday en route for Lafayette, where he will spend the entire week at Pudue University making some interesting tests with steel. Mr. Pom-eroy says the people of Indiana do not appreciate this university; it is far ahead of any plant of this character in the country Chicago and Ohio river territory now have selther are they to take them up, but compay his or her fare. This is done with the expectation that it will bring in the books for redemption and get them off the market. The Mayor of Charlotte, N. C., proposes o enforce a law passed many years ago, and has issued an order that no railway company will be permitted to run any car or train of cars or locomotive within that city's limits, except those which transmit the United States mails, with or withbaggage. Under the Mayor's instrucions trains that have started on Saturday n order to reach terminus may run unti a. m. Sunday, but no later, under penalty of a fine of \$500 for each offense.

The conference between the lake transcortation managers and the railroad traffi satisfactory. The following schedule of lake and rail rates for the season of 1896 was first-class freight, 54 cents per 100 pounds; to Duluth, 70 cents; to St. Paul, 84 cents. East-bound, from St. Paul to New York, first-class, 84 cents, grain, 25 cents; from Duluth, 70 cents, grain, 20 cents; from Chicago, first-class, 60 cents, grain, 17½ cents. The board of managers of the Joint Traffle association are looking for trouble before roads indirectly shading east-bound rates on grain through the business done by some of he elevators. It is claimed that although they are incorporated as railroads they have really gone into the elevator business and make a practice of storing grain at low

their lines. The Michigan Central is said to be one of the roads which is likely to get into trouble over the matter. E. O. Hopkins and James H. Wilson, receivers for the Louisville, Evansville & St. Louis and the Peoria, Decatur & Evansville, filed reports with the clerk of the United States Court yesterday. The report for the P., D. & E. is from Jan. 13, 1894, to Jan. 31, 1896, and shows receipts of \$2,565,412.47 and disbursements of \$2,330,365.49. The report for the L. E. & St. L. is for the month of February. It indicates receipts to the amount of \$185,465.75 and disbursements amounting to \$173,554.92. Jan. 31, the report shows, there was a balance of \$5,906.23, and

Feb. 29, one of \$11,910.85.

Two important rulings have just been nade by the board of managers of the Joint Traffic Association. One is that rates on all articles of iron and steel manufacture shall on the basis of 25 pounds, east and between Joint Traffic Association points, from April 13 to Sept. 30. The other is that no allowance in lieu of lighterage shall be made at New York to shippers onsignees or outside lighters not employed by the railroad companies for lightering; east-bound or west-bound shipments of articles not to be contracted lighterage free, whether within or beyond lighterage limits. Judge Goff, of the United States District Court, signed an order yesterday authorizing the receivers of the Baltimore & Ohio Railway Company to renew all the outstanding notes, acceptances and indorsements of the ompany. The order was made on the petition of the receivers and with the consent of the Mercantile Trust Company, of New York, the principal judgment creditor, and under its terms the receivers are expressly enjoined from increasing the present obligations of the company. The order will, it is understood, enable the receivers to prevent the sacrifice of many valuable securities owned by the company, but pledged as collateral for call and short-time loans, which, if sold at this time, would involve considera-

Queen Guinevere's Childhood. Swift across the palace floor Flashed her tiny feet; Playfellow, I will no more, Now, I must my task complete."

Arthur kissed her childish hand. Sighed to think her task severe, Walked forth in the garden land, Lonely till she reappear. She has sought her latticed room.

Overlooking fairy seas, Called Launcelot from a bowery gloom To feast of milk and honey of bees. "Had we bid Prince Arthur, too, He had shaken his grave head, Saying: 'My holidays are few'-

May queens not have their will?" she said. Thus she passed the merry day; Thus her women spake, and smiled: 'All we see we need not say-Guinevere is but a child."

Do not despair because you have tried many medicines and have failed to receive benefit. Remember that Hood's Sarsaparilla cures when all others fail to do any good

-Annie Fields.

RIOTERS' BONDS FIXED

LICE COURT YESTERDAY.

Central Labor Union Adopts Resolutions Denouncing Police for Arresting Union Men.

A good deal of interest was taken in the proceedings in Police Court yesterday morning, when seven of the men who were alleged to have participated in the riot Saturday night were brought in for prelimnary examination. The charges against Thomas Long, Henry Miller and William Barcus were considered. Barcus and Miller were arrested Saturday night. Long surrendered himself Sunday. He and Barcus were charged with inciting to rlot and were allowed to furnish bonds in the sum of \$150 each. Barcus's bond was signed by John Murphy, a foreman at Chandler & Taylor's shops. Prosecutor Walker said it was reported that Walker Davis, the colored man who was shot, might die. He wanted the charge against Barcus and Long changed and the amount of their bond made high enough to reach them if they were proven to be responsible for murder. The original charge against Miller was assault with intent to kill, and Superintendent Colbert fixed his bond at \$5,000. The cases against the men were continued until next Tuesday afternoon, the court fixing their bail at \$2,000. Newton Harding appeared for the strikers. Harding regarded the amount of bail required as being excessive. He said that the men were not armed and could have done no harm. Judge Cox remarked that that was a question to be determined by evidence. He said that the men might

been themselves armed Chandler & Taylor's attorney, F. T. Hord appeared to defend the nonunion molder who were arrested. They were all charged with shooting with intent to kill and were held in bonds of \$2,000. But four nonunion men were arrested for taking a part in the riot. They are S. E. Jollic, John Hartluff, J. B. Purdue and Joseph Blanchfield. Chandler & Taylor failed to furnish bonds for their release and they were all sent

have incited others to riot without having

and "Hook," or James Lee, were slated yesterday for inciting to riot. Heimbo learned that the police were looking for him and surrendered himself. He gave oord for his appearance in Police Court who were shot in the riot.

Affairs were quiet and orderly about Chandler & Taylor's shops yesterday. The nonunion molders were escorted to work at the usual hour. In anticipation of trouole every precaution was taken by the police department to crush a fresh outbreak. Superintendent Colbert is determined to prevent further trouble. The men will be escorted to work each morning by a large squad of officers. In the evening they will be conducted from the shops by a sufficient guard to afford plenty of protection. Several new districts have been formed and they will be patrolled at times when trouble is most likely to be expected. Until further orders are issued, the day force will report at the central police sta-tion at 5:30 o'clock p. m., in order to meet any emergency that may arise. Last night at a meeting of the Central Union asked that a committee be appointed to procure bondsmen for Henry Miller. A committee was appointed and an effort will be made to secure his release. Resolutions were also passed condemning the police authorities for causing the arrest of union men, and for permitting "irresponsible persons to carry firearms when they have ample police protection and are in no danger of receiving bodily harm," referring to he nonunion men employed at Chandler

Walker Davis, the colored man who was hot in the riot, Saturday night, was reported to be considerably better last night. ton pleaded for the other wo His physician, Dr. J. D. McCley, says that Cox allowed her to go free. e will, in all probability, recover.

A PRIVATE DETECTIVE'S CASE.

Judge McCray Released Accused Woman on Her Own Recognizance. Alice McLaren told Judge McCray a pitiful story yesterday. She was arrested on information of Helen Van Dake, charged with grand larceny. Some time ago she came He could find no work and the family was in very sore straits. They had rooms at the home of Mrs. Van Dake. From the story of Mrs. McLaren, it seems that her husband stole a number of small articles from the rooms of Mrs. Van Dake and secreted a part of them in his wife's trunk He pawned some of them. He then left the city. Mrs. Van Dake missed the articles and suspected the McLarens. She employed Homer Steele, a "private detective," who simply secured a search warrant and found the property in the bottom of Mrs. Mc-Laren's trunk. Mrs. McLaren denied knowledge of the stolen articles. A warrant was sworn out and after investigation Su perintendent Colbert refused to have i served on the two women. Steele filed charges with the Board of Safety against Mr. Colbert, but the board refused to consider the charges. The women were taken into the Criminal Court on information. Judge McCray heard their story and took the case under advisement, allowing the woman to go on her own recognizance. She has several children who have since been sent back to Chicago. The women are in

Settlement of Estates. O'Brien and James Braden, jr., executors rates for the purpose of drawing the traffic of the estate of James Young, filed their final report. They showed total receipts to have aggregated \$19,141.44, with total disbursements, \$13,445.24, leaving a balance of \$5,696.20 in the hands of the executors. Serina H. Richards was appointed execu-trix of the will of Edward N. Richards.

In the William N. McCarthy estate the the suit now pending in the Superior Court for damages against the Monon Railway Company for \$2,200. McCarthy was an en-gineer on the Monon and was killed by the explosion of his engine in the yards at Lafayette. His administrator sued the company for \$10,000 damages.

In the William H. English estate the executors made a report showing a partial distribution of the personal assets of the estate and a division of all the real estate situated in Marion county. The report was approved. This distribution was made in accordance with the report made by Charles F. Sayles. In the John H. Stewart estate the execu-

tor filed a report of a final accounting and settlement and was discharged. Old Riley & Nye Suit Dismissed.

The old suit of Walker vs. James Whitcomb Riley and Edgar W. Nye was dismissed in Judge McMaster's court yesterday on motion of Lewis J. Walker, attorney for the plaintiff. This case has been in the court for many years, more than twelve thousand suits having been filed since it was begun. Walker was the advance agent for the Riley-Nye combination and claimed that they owed him \$2,000 on their contract. Part of the Old Canal.

Suit was brought in the United States Circuit Court yesterday against the Illinois Steel Company, Elbert W. Shirk, trustee of the Shirk estate, being the complainant. The latter claims possession of the Wabash and Erie canal property, and alleges that the de fendant refuses possession of fourteen acres in Cass county, which is his because of his title to the canal. Sult is brought to obtain possession of the land end \$1,000 damages.

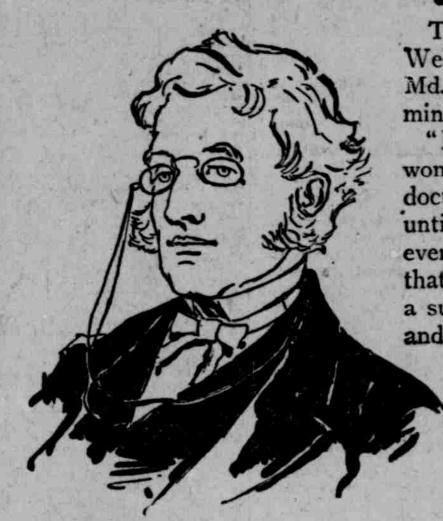
Big Four's Suit to Recover Taxes. The case of the Big Four Railroad Com pany against the commissioners of this county is on trial in the Circuit Court. The company claims that in 1887 the lines composing the consolidated company were over-taxed to the extent of \$2,590.14, and it is seeking to recover that amount. It is claimed that the assessment of the company's property was raised by the commissioners without authority to do so, and that they afterwards refused to make a rebate.

The Husband Restrained. Charlottie Waters says her husband is I the habit of cruelly mistreating her and that since they have separated he has beaten her several times. She wants to be legally separated from him and in the meantime asks that he be restrained from interfering in any way with her. Judge Harvey granted the restraining order.

Forty-Five Days for Erring Husband William Hamilton, recently of Chicago, was sent to the workhouse yesterday for Manager Loree, of the Panhandle, are here Hood's Pills are the best family tathartic who found him living here with another and have received a proposition from the and liver medicine. Harmless, reliable, sure. woman as husband and wife. Mrs. HamilAN HONEST DOCTOR

He Strongly Endorses Lydia E. Pinkham's Vegetable Compound.

> The Best Medicine Ever Invented for Women. Advises His Patient to Use It.



The following letter from Mrs. E. R. Weber, of 1707 Jefferson Street, Baltimore, Md., should dispel all doubt from the minds of the most skeptical people.

"I was a great sufferer of falling of the womb and kidney trouble. My dear old doctor said I would never be a well woman until I had undergone an operation, and even then I would always have trouble; that the womb was too weak to go without a support. I had been six weeks in bed, and they were getting ready to perform an

operation, when I picked up a paper that had been laid on the bed, and glancing at it, saw your adverisement.

"I begged my husband to let me try a bottle. He at once got it,

and I began its use. My improvement was rapid, and soon I was able to be around, feeling like a new woman. My doctor was surprised, and thought my recovery was due to his remedies. I showed him the Vegetable Compound, and told him that my recovery was due to that alone. He looked at it, and then said, 'Mrs. Weber, I do not believe in patent medicines, but I will say that Lydia E. Pinkham's Vegetable Compound is the best medicine that God ever invented for women. Continue to use it.' I did so, and am entirely cured of all my troubles, and am strong and well. It will prove to all suffering women the blessing it is to me, if they will try

it."- Mrs. E. R. Weber, 1707 Jef-

ferson Street, Baltimore, Md.



THE LYDIA E. PINKHAM MED. CO., Lynn, Mass.

ton pleaded for the other woman, and Judge

THE COURT RECORD.

Room 1-John L. McMaster, Judge. Wm. Welsh vs. Indianapolis Brewing Company; damages. Dismissed at defendant's costs. Michael M. McCarty vs. L., N. A. & C. Railroad Company; damages. Judgment for plaintiff for \$2,200.

Henry W. Reis vs. City of Indianapolis; damages. Judgment for plaintiff for \$400.

Amos J. Walker vs. James Whitcomb Riley et al.; contract. Dismissed and costs Room 2-Lawson M. Harvey, Judge. Martha O. Hoover vs. Enos W. Hoover;

livorce. Continued for further hearing. Derk De Ruiter vs. Carrie L. Hall; sewer lien. Dismissed and costs paid. Benjamin Richcreek vs. Samuel Kincaid; Barret law bon l. Dismissed by plaintiff and costs paid. Henry T. Nolting vs. William Cline; street improvement lien. Dismissed and Flora R. Stone vs. Iredell D. Sawyer; to set aside conveyance. On trial by court, Argument heard and taken under advise-Charlottie Waters vs. Samuel Waters; complaint for divorce and restraining order.

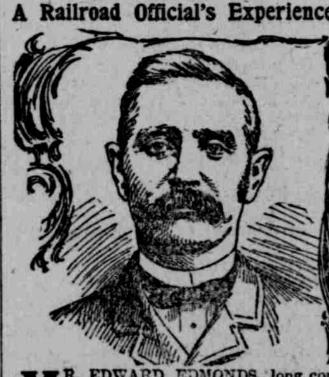
Order granted. Room 3-Pliny W. Bartholomew, Judge. John H. Kirkhoff et al. vs. John C. Pier-

Edgar A. Brown, Judge.
C., C., & St. L. Railroad Company
vs. the Board of County Commissioners
of Marion county. To recover taxes improperly assessed and collected. New Suits Filed.

Sarah J. Duncan vs. Lucy Black et al. Tayler et al.; foreclosure. Room 1.
Anna Swain vs. John Swain; divorce. Marion H. Taylor vs. Anna M. Roe et al.; on mechanic's lien. Room 3. Charlottie Waters vs. Samuel Waters; divorce and application for restraining order.

Criminal Court. Frank McCray, Judge.
State vs. Anna Carr; assault and battery with intent to kill. Guilty. Fined \$1 and five months in workhouse. Same penalty in another case, under name of Anna Scott. State vs. Alice McLaren; grand larceny. Evidence heard and case taken under advise-ment. Defendant released on her own recog-

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